

**HAMPTON BOARD OF SELECTMEN
SELECTMEN'S MEETING ROOM
July 25, 2005 7:00 PM**

PRESENT: James Workman, Chairman, Cliff Pratt, Vice Chairman
Rick Griffin, Ben Moore, Virginia Bridle-Russell
James Barrington, Town Manager
Karen Anderson, Administrative Assistant

I. SALUTE TO THE FLAG - Mr. Skip Webb led the audience in the flag salute.

II. ANNOUNCEMENTS

Mrs. Bridle-Russell noted her appreciation of the Hampton Fire Department for the quiet and discreet way they handled an emergency at a recent church service.

Residents with August birthdates were reminded to register their vehicles during the month of August.

The Greater Hampton Area Band will be hosting free concerts during August. On Monday, August 8th they will perform at the gazebo in Hampton Falls and on Monday, August 15th they will perform at the gazebo in Hampton.

Mr. Pratt noted that the Board of Selectmen has received a couple of thank you letters from people that have recently been assisted by the Fire Department.

III. APPOINTMENTS

1. Mr. Peter MacKinnon, Chairman, Cable Television Committee

Mr. MacKinnon said that the Cable Committee has received two proposals for new equipment for channel 22. He explained that they were not able to get three proposals as recommended because only two companies provide the needed technical support. The equipment being requested includes a switcher, replacement lavalier microphones, a tripod, and a production monitor. Some of the equipment will be used at the police facility to enable the committee to generate live broadcasts from that location.

Mr. Griffin MOTIONED that the Cable Committee be authorized to spend up to \$7,100 for new equipment.

Mr. Moore SECONDED

VOTE: UNANIMOUS FOR

2. Mr. Larry Bingaman, Aquarion Water Company

Mr. Shawn Bradford, Director of Operations was present with Mr. Bingaman to explain the details of the rate application that will be submitted to the Public Utilities Commission. Mr. Bingaman told the Board that a letter of intent was filed on July 5th and a formal application will be filed on August 5th, to request a residential rate increase of 21.2% and a fire service rate increase of 18.5%. He explained that they will be also requesting the PUC to approve an incremental rate increase to recover the \$1.2 million currently being invested in the Hampton Beach project.

The capital improvements that have been completed since the last rate case in 1998 were outlined. The major improvements have been with water mains, wells, meters, services and hydrants. The rate being requested is in line with the CPI rate of 18% since 1998.

Mr. Moore asked if the savings that were outlined in the presentation have been netted out of the increase being requested. Mr. Bingaman said that they have. Mr. Moore confirmed that this Board does not have any say on the decision of the rate increase and this is an informational meeting. Mr. Bingaman said that was correct and they are meeting with the Board to try and address concerns up front. Mr. Griffin asked how the public will be able to share their thoughts on this. Mr. Bingaman said that the PUC will schedule a public hearing in Hampton to take comments from the public. Mrs. Bridle-Russell said that if people are

upset with the rate increase they need to go forward with complaints to the PUC. Mr. Bingaman said that he understands the public concerns and wanted to assure the Board that Aquarion is doing everything that they can to reduce costs in their operations. Mr. Pratt said that the increase percentage appears to be higher for Hampton in comparison to the percentage for North Hampton and Rye based on the amount of improvements made in those towns. Mr. Bradford explained that it is one system that services three towns and it is hard to break out the costs per town. Mr. Workman appreciated them coming to this meeting and encouraged the public to attend the public hearing when it is held.

Mr. Bingaman apologized for missing an appointment with the Board last month.

3. Mr. Peter Howe, Faye, Spofford & Thorndike

Mr. Howe explained that when the infrastructure project started in the Fall of 2003, the plans were based on the Hampton Beach Master Plan and a traffic study completed by the Rizzo Group, both of which were favorable to a two-way traffic pattern on Ashworth Avenue. The Rizzo Group had determined that two-way traffic on Ashworth Avenue should be recommended, but that without some kind of signalization at both ends of the beach the two-way traffic would not work. Mr. Howe said that after the visioning workshops, FST designed a 3-lane scenario for Ashworth Ave. and work was started on the 30% design. The typical section is 38' curb-to-curb which will support two 11' lanes, a 10' center turning lane and 3' shoulders on both sides. The shoulders are key to handling the drainage, snow storage in the winter and bicycle traffic in the summer. Through the recommendations of the Hampton Beach Commission and the Town the easterly sidewalk is ADA compatible and the pinch points along Ashworth Avenue are accommodated on the west side. The roadway design supports the two-way traffic, but without additional improvements on either end, it will not support the two-way traffic pattern. Church Street will need to have a separate turning lane, Highland Avenue would need to be signalized and the southerly end of Ashworth Avenue would need a round-about or similar intersection. Those aspects are not in the current project.

Mr. Moore said that there was a comment made a couple weeks ago that if there was to be one-way traffic that decision needed to be made quickly. Mr. Howe said that the crowning of the road does impact the use of the road and where the wheel path should be put. If the striping option is symmetrical, it will not be an issue. Mr. Moore said that there seems to be too many variables. If the ultimate success of two-way traffic depends on two other major projects, it may be wise to figure out one variable at a time. He asked what Mr. Howe projected the cost would be to change the crown of the road to convert from one way to two-way after the other projects are completed. Mr. Howe said that if the crown does not change the cost is very low to re-stripe the road, if there is to be a crown shift they would plane out the road and repave with the correct crown. Mr. Moore asked what has been done from a legislative standpoint to endorse the change to two-way or if it has been driven just from the visioning workshops. Mr. Workman said that the Beach Master Plan, which was adopted by the Board of Selectmen and the Planning Board, endorsed the two-way traffic pattern. Mr. Howe noted that the Board of Selectmen also endorsed the final Visioning Report with two-way traffic on Ashworth.

Mr. Griffin asked why the round-about would be needed. Mr. Howe said that there are several options to consider at the southern end in order to make the traffic two-way. There are sight distance problems and channeling needs to be dealt with. Mr. Howe said that if the road remains one-way, you probably would not want a round-about. Mr. Griffin suggested that he look at what Exeter has done with their round-about in the center of town. Mr. Griffin said that it is important that the road be as wide as possible.

Mrs. Bridle asked what the costs will be to signalize Highland Avenue and improvements to Church Street. Mr. Howe said that in order for this to be successful there would need to be future improvements by the State or the Town at approximately \$500,000. Mr. Pratt said that he is concerned with making this two way without the signalization, noting that it could create a larger problem than there is now. Mr. Howe said that the model shows that without the signalization the pattern does not work. A lot of this relies on other factors, such as the addition of a parking garage and where the location of that would be. Mr. Pratt said that originally the idea of the two-way traffic included the road swap with the State of Ashworth Avenue for Ocean Boulevard. Mr. Howe said that what is being designed is very flexible.

Mr. Howe said at the end of this project there will be wider pavement, with curbing and drainage and the traffic will continue to be one-way, with the option to go two-way. Mr. Howe said that one of the things that the emergency personnel were insistent on was having adequate width for emergency vehicles. The width is now established from H Street, north. Mr. Barrington said that it will take an additional project to signalize it and make the traffic two-way; all we are talking about at this time is the design to keep the two-way option open. Mr. Barrington said that the discussion started with loading zone ordinances and identifying which loading zones were legal and which were simply being used. In the midst of all that, the question was if we could change the traffic pattern now, and the answer is no. The sense of urgency was that if the Board wanted to preclude having two-way traffic in the future, there are probably better road designs to be used, which would relocate the crown. Mr. Barrington said that what he believes is better is eventually getting to the point where we are able to accommodate two-way traffic and his recommendation is that the road be designed for that at this time, even though it will not be implemented until the additional projects are approved and constructed. Mr. Moore said that this is a long-term plan that outlines other projects that may not be implemented for several years. Mr. Pratt said that he does not want to see two-way traffic without the lights and turn-about. Mr. Howe said that the north end limit of this project is Nudd Avenue and an additional project would be needed to connect to Church Street. Mr. Workman said that the Board should not change the design that would preclude this becoming two-way traffic. Mr. Howe said that the real decision to be made at the end of the project is what the Board wants for striping for bikes, deliveries, etc. What has been done from H Street north was to provide 4.5' shoulders. If that is the intention at the end of the job that is what would be painted on there. Mr. Moore asked if 8' is adequate for a loading area. Mr. Howe said that 8' is adequate, Highland Avenue has 6'. If you went with 11' lanes you would have 8' shoulders, which could force bicycles into the travel lane if parking or loading zones were allowed on the same side. With 8' shoulders there could also be a problem with vehicles parking illegally. Mr. Howe recommended that there be 11' travel lanes, 8' shoulders with one side designated for bicycles only and the other side for loading zones.

Mr. Pratt said that he wants the public to understand that the traffic pattern will remain one-way but the option remains open after further work for two-way traffic. Mr. Griffin asked what the Board of Selectmen can do to try and facilitate something with the bridge. Mr. Workman said that to the best of his knowledge, the bridge work is not on the State's ten-year plan. Mr. Barrington said that the Board of Selectmen can pass a resolution to discuss this with the legislation and encourage the legislators to discuss this. Mr. Howe said that he has recently learned that a consultant was selected to study options for the bridge.

IV. OLD BUSINESS

Town Manager's Report

Bond Sale

The bonds were sold on July 13 and were issued as Series A, for the Hurd Farm easement and the balance of the Infrastructure project that was not financed last year, and Series B, for the refinancing of higher interest SRF debt. The low bids were 4.0889387 for Series A and 3.6205698 for Series B. The refinancing bond will save the taxpayers a net of \$513,721 over the 13 years remaining in the debt schedule.

Hurd Farm

Ms. Julie Iffland, with the Trust for Public Land, called to let inform the Town that Senator Gregg is available at 11:30 on Wednesday, August 17, for a celebration of the Hurd Farm easement. She is trying to make connections with the Hurd family to coordinate an event at the property.

Police Facility Open House

Chief Wrenn reported that 247 people toured the police station during their open house on July 16.

District Court

Exeter Town Manager Russ Dean, Stratham Town Administrator Paul Deschaine, and Mr. Barrington met with Susan Conway on July 12. She is interested and willing to work with the state on either a sale or lease basis for a courthouse on property she owns in the Route 101 / 111 area, or she is willing to lease the

building currently occupied by the Seacoast Newspaper just off 101 at 108. This week, Hampton Falls Town Administrator Eric Small sent a letter on behalf of their Board of Selectmen regarding the court agreeing that it would be unwise to ask their voters to fund the state's operation. A similar letter arrived from North Hampton, and both have been put into your packets.

Exeter Road Bridge

Mr. Barrington reported that he and Doug Mellin met with Bob Barry, from NHDOT, and JoAnn Fryer, from CLD Engineering, about the design for the Exeter Road Railroad Bridge. There will be a sidewalk extended along the north side of the bridge, but not on the south side. That can be added in the future if the demand exists at that time. There was also discussion of the latest schedule. DOT is currently expecting construction during a 3-4 week period between April 1 and May 20, 2006. As they have stated before, the bridge will be closed to all traffic for a three-week period during that time. If the construction time takes longer, it will only be for cleanup operations.

Beach Instructions

Mr. Brian Warburton called on behalf of DRED and asked if the Town Manager would make an announcement to remind people who go to the beach to pay attention to the instructions given by the lifeguards. He noted that the rip tides are particularly strong this year, and the lifeguards constantly monitor them to help swimmers stay away from danger. He also noted that 2 hours before low tide and 3 hours after seem to be the especially critical times for rip tides. The public's cooperation would be appreciated.

Trust Funds Proposal

Mr. Barrington noted that he received an e-mail from Warren Mackensen asking if the Board of Selectmen had scheduled a meeting with the Trustees of the Trust Funds relative to the presentation he made to the Board a few weeks ago. I told him that we have not at this point, but I would mention it to the Board for your consideration.

Cable Franchise Legislation

Mr. Barrington reported that the Town has received an Alert from NHMA regarding the latest attempt by the Cable TV Lobby to "improve" services by eliminating the local franchise fee. On that issue, if successful, Hampton would lose over \$125,000 per year that offsets our tax rate, and another \$40,000+ per year that funds the operations of Channel 22. On the broader front, remember, it was the same Lobby that convinced Congress in the early 1990s to deregulate the Cable TV industry on the theory that it would create competition, improve service and hold down prices. The past 15 years have demonstrated exactly the opposite results in the Cable TV industry. In practical application, companies do not compete against one another in small markets, we've seen rates increase every year, the scheduling lineup changes at least as often as the rates (frequently to the detriment of the subscriber), and do you remember how responsive they were to our needs for high speed internet service? Citizens should call and/or write their Congressman and Senators to vigorously oppose HB 3146 and SB 1349. These are bad pieces of legislation that will help the cable TV industry at the expense of the nation's taxpayers.

Sun Valley Erosion/New Technology

Mr. Barrington reported that he attended a meeting at the Pease DES office on Thursday afternoon, where a presentation was given of a new product (HALO) that has proven effective in three test locations in New Jersey for reducing or eliminating the adverse effects of wave action in harbors and harbor approaches. DES is considering an application of this new technology (developed in 2000) adjacent to the half tide jetty on the Sun Valley side of the entrance to Hampton Harbor to reduce the erosion being caused by the wave action against the shore. We can expect to hear more on the subject in the future.

Public Works Vandalism

Mr. Barrington told the Board that the third incidence of vandalism in the past couple of months at the Public Works yard happened in the early hours of Friday morning. This incident was serious enough that it completely burned a large tractor truck, owned by Waste Management. Chief Wrenn has been asked to see if Crime Line is willing to offer a reward for information leading to the arrest and conviction of the

criminal who is costing the taxpayers money by vandalizing our property. Mr. Barrington said that he believes the town should consider offering a reward ourselves, since the costs are steadily mounting for repairing these destructive acts. Mr. Barrington added that he has spoken with Tom Dunn, of the NHMA Property-Liability Trust about assistance from their loss prevention division, and they have agreed to join us in looking into the matter.

Infrastructure Project

Mrs. Bridle-Russell asked if there is any additional financial details on the Infrastructure project available. She explained that she is meeting in September with the Budget Committee and would like additional information to present regarding the percentage of completion and percentage of funds used/available. Mr. Barrington said that there is more extensive information that will be provided.

Dog Licenses

Mr. Barrington noted that the Town Clerk has asked for direction on notifying residents regarding unregistered dogs, last year two letters were sent. Mr. Barrington said that running the list of unlicensed dogs on Channel 22 brought good results. The Board agreed that the Town Clerk should send the forfeiture letter at this time. Mr. Pratt agreed.

Trust Funds

The Board of Selectmen requested that the Trustees of the Trust Funds be invited to attend the August 29th or September 12th meeting to discuss the proposal made by Mr. Mackenson.

Bond Refinancing

Mr. Pratt commended Mrs. Duhamel for saving the town half million dollars on interest costs.

Vandalism

Mr. Pratt said that he is concerned with the vandalism that's happening at public works. He asked if the town could put out a bid request for surveillance cameras for key locations. Mr. Barrington said that surveillance equipment is being considered at this time. Mr. Barrington said a loss management consultant is coming on Thursday to look at the site and make suggestions.

V. NEW BUSINESS

1. Approve SRF/Kings Highway substantial completion date until October 1, 2005

Mr. Barrington said that the original date was July 31, 2005 and the work will not be done on the Kings Highway project by that date. This amendment will extend the date to October 1, 2005.

Mr. Moore MOTIONED that the Board of Selectmen approve the amendment to the SRF agreement to change the substantial completion date for the Kings Highway project to October 1, 2005.

Mr. Pratt SECONDED

VOTE: UNANIMOUS FOR

2. School Resource Officer/ HAJH for 2005-2006 School Year

Mr. Barrington reported that he received a letter from Superintendent Jim Gaylord on behalf of the Hampton School Board indicating their financial support of the School Resource Officer for the Hampton Academy for the 2005 -2006 School Year, in an amount up to \$40,000. He has asked for the Board of Selectmen's concurrence with an indication of timeframe and funding. The Board expressed concern about the amount of the funding and Chief Wren will be asked to review it before the Board makes a decision in regard to the position.

3. FEMA Storm Grant – Public Hearing Needed

Mr. Barrington reported that the Town as received a notice from Emergency Management that Hampton will be receiving \$36,659.30 for FEMA's contribution to the January Snow Event that was declared a Federal Disaster. It is not yet certain whether there will be a state contribution to this disaster. A public hearing is needed to accept this grant.

Mr. Pratt MOTIONED that the Board of Selectmen hold a public hearing on August 8th to accept the federal reimbursement from FEMA for the January Snow Event in the amount of \$36,659.30.

Mr. Moore SECONDED

VOTE: UNANIMOUS FOR

4. Request for Resident Only Designation for Plymouth St./Campton St. Parking Area

Mr. Workman noted that the Board has received several requests to designate the parking area in Sun Valley by Plymouth Street as resident parking only. Mr. Barrington said that if the Board of Selectmen is interested in doing that a public hearing would be needed to amend the ordinance.

Mr. Pratt MOTIONED that the Board of Selectmen hold a public hearing to take comments on making the parking lot at Plymouth and Campton Street, resident parking only.

Mr. Griffin SECONDED

VOTE: UNANIMOUS FOR

Mr. Moore requested that Mr. Hangen be asked to attend this hearing as well as the one for the FEMA storm reimbursement to answer any questions the Board or public may have.

Fire Station Proposal

Mr. Moore asked if the Board of Selectmen should have Chief Lipe in to a meeting to discuss the potential building situation for a fire station before the budget process begins. Mr. Barrington said that the budgets will get to the Board of Selectmen in mid September and he expects that Chief Lipe will be making a presentation to the Board prior to that.

VI. MINUTES

The minutes of July 11, 2005 will be reviewed at the next meeting.

VII. CONSENT AGENDA

1. Raffle Permit – Sacred Heart School
2. Seafood Festival – Sidewalk Sale Permits
3. Parade Permit – Children’s Festival
4. Hardship Lien Request
5. Hardship Lien Release
6. Parade Permit – PFFNH Pipes & Drum; August 22, 2005

Mrs. Bridle-Russell MOTIONED that the consent agenda be approved.

Mr. Griffin SECONDED

VOTE: 4 FOR

1 ABSTAIN (Workman)

VIII. PUBLIC COMMENTS

Mr. Richard Reniere, 29 Highland Avenue stated that he does not have a business or rental property at the beach but would like to share some thoughts regarding the infrastructure project. He noted that he has attended many meetings and heard many negative attitudes. Mr. Reniere stated that it is a fallacy that the “Precinct” is opposed to the project and many people look to this as a long needed revitalization. It was estimated that over the July 4th weekend 650,000 visited New Hampshire and Hampton needs this project completed in order to continue to benefit from the tourism. This project has brought to light a number of situations that need to be corrected. Mr. Reniere said that he has heard that the Precinct should secede from the Town; that would result in the Precinct assuming the cost of this project, as well as the new police station. Concerns have been raised about the developers coming into town, but the reality is that the present property owners are converting their properties to condos. He commended the Zoning Board of Adjustment in trying to maintain the zoning ordinances. He has heard that the condos will reduce the property values, but he does not believe that is true. Mr. Reniere said that he agrees that there is an image problem; there is no uniformity of colors and signage with some exceptions which include the Happy Hampton and other businesses that have taken the effort to enhance the general appearance of the buildings. A new sewer line will provide laterals to the property line and it should not be the town’s responsibility to replace lines that were put under garages or have had decks built over them.

Mr. Reniere said that parking has been a major concern, and just because a property has been parking four or five vehicles, extending into the right-of-way does make those legal parking spaces; using town property in front of one's property does not constitute ownership. He noted that the installation of sidewalks and legal curb cuts is the way to go. If these illegal practices are allowed to continue, everyone in town should be able to reserve parking spaces in front of their own properties. Mr. Reniere suggested that a parking garage may be in order. The Board of Selectmen has the tools to correct many of these problems and he asked that the Board of Selectmen get the job done.

Mrs. Elizabeth Webb, 11 Windmill Lane noted that the D.O.T. is doing some work on Exeter Road Bridge, but not completely rebuilding the bridge, and she asked if the State would be willing to take that into consideration and put the bridge between Hampton and Seabrook on the list sooner. She also asked if her understanding was correct that the Hampton Beach Commission was established with limited duties, to make sure that the planning met with the beach master plan. Mr. Workman said that she was correct, and the commission has other tasks as well.

Mr. Skip Webb, 11 Windmill Lane said that he agreed with Mr. Workman and everyone that worked on the Hampton Beach Master Plan for two years was in agreement that the traffic on Ashworth Avenue should be two-way. He said it is not a matter of the direction of traffic; the main reason for that decision was to get traffic off of Ocean Boulevard.

Mr. Webb told the Board of Selectmen that he is on the Aquarion Water Council and he wanted the Board to understand the complete effort they made. The presentation made to the Board was made to the Water Council first and one of the changes that were made after the initial presentation was the inclusion of the CPI information to rationalize the 21% increase. There has not been any increase for 7 years. Mr. Webb noted that he and Don Tilbury met with Aquarion in 2000 and discussed the problems with the water main on Ashworth Avenue. Aquarion refused to replace that pipe for four and one half years, but the pipe is being fixed now.

Mr. Dean Fraser, 179 Ashworth Avenue and said the traffic backs up near the bridge every nice beach day. He noted the problems with the bridge opening cause the traffic problems. Mr. Fraser said that there has been an improvement since the Board started reversing the direction of lettered streets during the summer.

Mr. Paul McNeil, 7 O Street asked if the Hampton Beach Commission is in charge of overseeing the project. Mr. Workman said that the town is in charge of the project. Mr. Workman said that the Board of Selectmen oversees the project and he is welcome to make an appointment to sit with the Board to discuss concerns.

Mr. Andrew Guthrie, 10 Boston Avenue asked if an 8' shoulder is wide enough for an 18 wheeler. Mr. Guthrie compared that with the definition of a legal parking space as 9' x 18'. He asked why the town would not consider allowing parking on both sides of Ashworth Avenue, a 2' bicycle lane and two travel lanes. Mr. Guthrie said that many residents agree that the project is needed, but they don't want to lose any parking. Mr. Guthrie expressed concern that a 3' shoulder will not be enough for snow storage. He noted that there was mention of the Rizzo Study, and it was his understanding that if the pattern continued for a certain length of time, even with the signalization, the pattern failed. He asked that the Board of Selectmen consider a 3' sidewalk on one side, 5' sidewalk on the other side of Ashworth Avenue.

Mr. Mike Scanlan noted that the Visioning Final Report shows 12' travel lanes and now they have been modified to 11'. The raw data from the survey that they conducted has been given to the Board of Selectmen and summaries are being put together at this time, he asked that the Board review that data. Mr. Scanlan asked if they should stop their work at this time since many decisions have been glossed over by the Board, noting that he has on tape that the decision regarding two-way traffic would not have to be made until the spring of 2006. He told the Board of Selectmen to keep in mind that the budget will likely be handed back to the Board of Selectmen as a default budget again. Mr. Scanlan expressed concerns that voter mandates regarding no elimination of parking on the side streets has not been followed and said the

Moderator and Town Attorney are going to have to explain that. Mr. Scanlan told the Board that the residents of the beach are telling the Board of Selectmen what they need to operate and the Board is not listening. In order for the businesses to operate they need their loading zones and it makes no sense to limit them.

Representative Michael O'Neil told the Board that two years ago the bridge project applied to be put on the ten-year plan; it is his best guess is that it will be 10-15 years before the town will see a new bridge between Hampton and Seabrook. The 30% business drop was an observation he made in talking with some of the parking vendors, and they feel that it is a result of the weather and the price of gas, not the infrastructure project. Mr. O'Neil said that there has been an improvement in business during the past two weeks.

Precinct Commissioner John Kane said that if it is not going to cost a lot of money to change Ashworth Avenue in the future, it should remain one-way at this time. There are a lot of people concerned with making Ashworth two-way and he thinks it is important not to go forward at this time, particularly since there is no funding to make the two-way to work correctly.

Mr. Kevin Close 22 K Street said that the dialogue with voters over the past several months has been filled with miscommunication. He said that it is important to manage the conversation at the macro and micro level to address concerns and misconceptions. He said that time is getting wasted by all. The infrastructure project needs to have some metrics available for the public to be able to see what has been done to date and the estimate of how much it is going to take to complete the work. He said that as a taxpayer that is information that has not been shared with the public. He said that he does not expect to see every detail, but would like to know percentages of completion versus the percentage of funds available.

Mrs. Scanlan said that she was encouraged by the discussion today and there was evidence that careful thought was being given to the issues. She wanted to know when the loading zone issues will be revisited. She said that it matters if a business owner has access with his Platypus, or if people can't access an ATM machine. Mrs. Scanlan stated that she will never agree with everybody and she does not agree with everything Mr. Reniere said, particularly that people should not be charged to reconnect to a sewer line when they don't even know where their line is.

III. ADJOURNMENT

Mrs. Bridle-Russell MOTIONED that the meeting be adjourned. (9:58 PM)

Mr. Moore SECONDED

VOTE: UNANIMOUS FOR

Chairman